

TRANSPORTATION IMPROVEMENT PROGRAM POLICIES AND PROCEDURES

ALBUQUERQUE METROPOLITAN
PLANNING AREA

**Approved by the Metropolitan Transportation Board
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MID-REGION COUNCIL OF GOVERNMENTS
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EXECUTIVE SUMMARY

The Transportation Improvement Program Policies and Procedures for the Albuquerque Metropolitan Planning Area were initially developed in response to a need to refine and document the process for developing Transportation Programs in the urban area. Following use of the Policies and Procedures during a TIP development cycle and numerous TIP modifications, the Policies and Procedures were reviewed for potential refinements. The modifications included in this document are the result of a series of meetings of the key participants in the TIP development and amendment process.

The TIP Policies and Procedures document contains the following elements:

- Explicit, defined process for TIP development
- Preliminary meeting to confirm process and elements
- A project submission period of 60 days following release of the Call for Proposals
- The information to be provided in the Call for Proposals
- A screening process to ensure all projects to be evaluated meet minimum criteria
- The process and criteria used for the project ranking
- The process for using the results of the project ranking step as an input to development of a TIP
- Analyses of the draft TIP to assure air quality conformity and financial constraint
- A TIP modification process and the appropriate level of decision for making changes
- A draft project proposal form

This document is intended to be revised periodically as the needs of the AMPA and pertinent Federal requirements change. When the final Policies and Procedures have been adopted, copies will be distributed to the members of the MPO Boards and Committees as well as the NMDOT and the Federal Highway Administration. A notice that the Policies and Procedures document is available will also be sent to local media contacts.

I. OVERVIEW OF TIP PROCESS

This document establishes the process for developing Transportation Improvement Programs (TIPs) for the Albuquerque Metropolitan Planning Area (AMPA). It provides an overview of the process, and then describes how each step of the process will be accomplished. Finally, the procedures that will be followed to amend the TIP after it has been adopted are described.

As the metropolitan planning organization (MPO) for the AMPA, the Mid-Region Council of Governments (MRCOG) is responsible for developing the TIP. To that end, MRCOG staff work closely with members of local government staff as well as the New Mexico Department of Transportation (NMDOT) and the local transit provider, the City of Albuquerque Transit Department. The development process is accomplished under the direction of the Metropolitan Transportation Board (MTB) of the Board of Directors of the MRCOG.

The MRCOG is an association of local governments within New Mexico State Planning and Development District 3. This association is an intergovernmental forum that provides for the discussion of local and regional transportation issues and for the development of transportation policies and programs. The MRCOG is responsible for developing the twenty-year Metropolitan Transportation Plan (MTP) and the short-term Transportation Improvement Program (TIP).

The MTP is a twenty-year intermodal, multimodal transportation plan that provides a framework for development of the TIP. The MTP must be updated every three years. Decisions regarding the roadways, bike and pedestrian ways, enhancements, and public transit services in the AMPA are determined by the MTP, which identifies specific transportation needs for the area. Those needs are translated into fundable projects and programmed for Federal funds by means of the TIP.

The TIP is a list of federally funded projects to be initiated within a given six year period. In response to the federal requirements outlined in the Transportation Equity Act for the Twenty-First Century (TEA-21), a new TIP is adopted every two years. While the MTP establishes goals and a framework, the TIP serves as a tool for program implementation.

The TIP is adopted by the MTB after considering the recommendation of the Transportation Coordinating Committee (TCC) and Public Involvement Committee (PIC), and after the public has been provided an opportunity to comment on the draft document. The goal of this process is to achieve a program that takes into account the following factors: 1) consensus regarding the regional priorities of projects; 2) consensus regarding the application of available federal funds to the regional priorities;

Federal regulations require that transit, highway and other transportation improvement projects within the AMPA be included in the TIP if these projects are to be eligible for federal funding. The program should also include, for informational purposes, those nonfederal funded projects that are regionally significant. Sufficient information must be provided to:

- identify each project

- estimate total costs and amounts of federal, state and local funds proposed to be obligated for each project phase during the program period in each fiscal year
- designate the proposed type of federal funds to be used by the project
- identify the responsible party for project implementation
- note the project's exempt/non-exempt status for air quality conformity purposes

The process described in this document pertains to the following funding categories.

- Surface Transportation Program - Urban (STP-Urban)
- Congestion Mitigation/Air Quality (CMAQ)
- Federal Transit Administration (FTA)¹
- Surface Transportation Program - Enhancement (STP-Enhancement)

Program Management

The MPO is responsible for programming projects to receive STP-Urban, CMAQ and FTA funds. These program categories are programmed by the MPO in cooperation with the NMDOT. "In cooperation with" means that the MRCOG shall consider the advice of the NMDOT in selecting these projects. The MPO uses the process outlined in this document to provide a recommendation to NMDOT State Planning and Development District 3 regarding STP-Enhancement projects for the AMPA portion of District 3. The District 3 Engineer makes the final decision on STP-Enhancement projects in District 3.

Requests for Federal funding for all other categories must be submitted to the NMDOT. These projects are included in the TIP by the NMDOT in cooperation with MRCOG. The NMDOT considers the advice of the MRCOG in selecting these projects. Project sponsors interested in requesting NMDOT-programmed funding should contact the NMDOT Transportation Planning Section. All NMDOT-programmed projects must be included in the draft TIP prior to the completion of the air quality analysis.

Project Eligibility

The NMDOT and all governments within the AMPA are eligible to propose transportation projects for the TIP. Projects submitted for inclusion in the TIP must be consistent with the current Metropolitan Transportation Plan and eligibility requirements outlined in federal regulations. Member agencies will be required to submit projects that are anticipated to be funded with federal dollars as well as locally funded regionally significant projects. Other entities, such as neighborhood associations, environmental or pedestrian safety organizations, and beautification committees, may also be eligible to propose a transportation project, with their local government jurisdiction acting as fiscal agent. However, all projects proposed for inclusion in the TIP must be approved by the appropriate governmental jurisdiction prior to submission. There is no limit on the number of project proposals an applicant may submit for consideration.

¹ Because the majority of FTA funds available to the urban area are grant funds distributed directly to the transit agency, they do not follow exactly the same programming procedure as CMAQ and STPU funding categories. However, the MPO has programming authority for these types of funds.

The project proposal deadline for each TIP cycle will be established by the MRCOG and announced as part of the call for projects. The call for projects will allow 60 days for project proposal submittals. No proposals will be accepted after the project proposal deadline. Project proposals will be submitted to the MRCOG and should be addressed as follows: Transportation Improvement Program Coordinator, MRCOG, 317 Commercial N.E., Albuquerque, NM 87102.

Each jurisdiction may have its own internal timetable and submission deadlines. Prospective applicants should contact their local jurisdictions as soon as possible, to allow sufficient time for processing proposals. Jurisdictions may designate an official contact person to act as Project Development Coordinator. Usually that person will be a member of the Transportation Program Task Group (TPTG). Appendix A lists current TPTG members. Proposals submitted after the announced deadlines will be deferred to the next TIP amendment cycle.

Developing the TIP

The steps of the TIP development process and a nominal development schedule are provided in Chapter II.

Ground rules

Ground rules for the applicant:

- Proposals must be approved by the governmental jurisdiction.
- Proposals must be submitted within the time frame stipulated. All deadlines are final.
- Each proposal submitted must be signed by the jurisdiction's Chief Executive officer or equivalent.
- Proposals must be completed at the time they are submitted.
- Proposals must be submitted on the appropriate forms.
- Candidate projects submitted for consideration must indicate the source of local/state/tribal financial support (typically 20 percent of the total project cost).
- Projects with multi-year funding that have let and are continuing into the new TIP do not require new project submittal forms.
- Project submittal forms must be completed for all carry-over projects. Carry-over projects are defined as projects that have not been authorized, are in the existing TIP, and need to be included in the new TIP.

Ground rules for the MPO:

- Notice of TIP Development cycle will be provided to all governments within the AMPA, the NMDOT, and any other agencies, organizations or individuals who request to be placed on the mailing list.
- The MPO will adhere to the stipulated deadlines.
- The TPTG will review and rank all eligible projects that are submitted within the stipulated time frame.
- Applicants will be given the opportunity to answer questions about their proposals during at least one TPTG meeting.

II. TIP DEVELOPMENT PROCESS

TIP projects proposed for federal funds will be selected based on the selection process defined herein². The goals identified in the most recent MTP serve as the basic programming principles for TIP project development and selection. In addition, the criteria set out in this chapter expand on the concepts contained in those principles and provide a means for project evaluation.

The current Metropolitan Transportation Plan (MTP) provides direction to the project selection and programming process. The MTP is a 20-year plan for the Albuquerque metropolitan planning area and contains projects that may be funded using Federal and/or local funds. Projects to be constructed in the short term using Federal funds must be contained in the MTP and the TIP to be eligible for Federal funding.

The MTP forms the backdrop for developing the TIP for the AMPA. Table 2.1 outlines the steps in developing the TIP and the estimated schedule for completion. This chapter describes how each of the steps is carried out.

Table 2.1 Transportation Improvement Program Development Schedule	
Process Elements	Estimated Completion Dates
Determine Current TIP Project Status	September 30
Confirm TIP Process and Principles	September 30
Establish Funding Estimates	October 1
Solicit Project Proposals	October 1
Prepare and Submit Project Proposals	November 30
Evaluate Projects	January 31
Develop Draft TIP	January 31
Analyze and Refine Draft TIP	February 28
Committee Review and Program Recommendation	March 31
Public Involvement	April 10
Final Approval	April 30

The MPO has the responsibility to initiate each new TIP cycle. Generally, this cycle begins in September and is completed in April every second federal fiscal year.

²Not all projects are proposed for STP-Urban, STP-Enhancement or CMAQ funds. Transit projects may utilize Federal Transit Administration (FTA) funds. FTA-funded projects are identified through a grant application process or may be included in Congressional earmarks. They must be included in the TIP before the local jurisdiction may access the projects funds.

1. Determine TIP Project Status

Before new projects are considered, existing TIP projects will be evaluated and summarized to assure that TPTG members have the information necessary for assessing how new projects will complement or supplement the already-approved program of projects.

MRCOG will require project sponsors to provide accurate updates for all projects in the first three years of the current TIP approximately 30 days prior to the beginning of the TIP development process. This information will provide the basis for identifying programmed projects which are not anticipated to be able to access the funds for which they are programmed. It will also be used to identify projects which will be identified as “carry over projects” and will not be required to compete for funding in the new TIP.

If a project is included in the first three years of the currently-adopted TIP, but has experienced significant changes in project scope or funding, a new project proposal may be required. This decision will be made by MRCOG staff prior to the TPTG discussion and identification of carry-over projects. The thresholds for “significance” will be the same as those used to determine whether a TIP amendment would have been required if the change had occurred during the TIP program period (see Chapter 3).

2. Confirm Process and Principles

Prior to initiation of each TIP cycle, the TPTG will meet to confirm the process and principles for that cycle. The TPTG will consider the types of projects to be considered, the evaluation criteria, the development schedule, and other process elements, as appropriate. The TPTG will also consider how carry-over projects will be addressed for that TIP cycle. Any substantive revisions to the above items or other items will be forwarded to the PIC and TCC for recommendation to the MTB for action.

a. Project types – The following project types will be utilized for project type categorization in the TIP. The project types are:

- Bike/Pedestrian
- Enhancement
- Intelligent Transportation System (ITS)
- Plans and Studies
- Roadway Preservation
- Roadway Expansion
- Transit
- Transportation System Management (TSM)
- Transportation Demand Management (TDM)

b. Evaluation criteria – The evaluation criteria identified in Step 5 of this Chapter and the evaluation process outlined therein will be the criteria and process used for evaluating projects.

c. Task Group membership – For the purpose of developing the TIP, the Transportation Program Task Group Voting Members and Alternates will represent the following agencies.

- City of Albuquerque
 - Environmental Health
 - Council Services
 - Planning
 - Department of Municipal Development – Transportation
 - Public Works – Traffic Engineering
 - Transit
- Three members from Bernalillo County
- Two members from the City of Rio Rancho
- One member each from Sandoval County, the Town of Bernalillo, the Village of Corrales, the Village of Los Ranchos de Albuquerque, and the Village of Tijeras
- NMDOT District 3 office
- NMDOT Transportation Planning Division

Non-voting Advisory members will represent:

- NMDOT Public Transportation Programs Bureau
- Federal Highway Administration, Santa Fe (representing DOT)
- Greater Albuquerque Bicycling Advisory Committee
- City of Albuquerque Aviation Department
- Albuquerque/Bernalillo County Air Quality Control Board
- One member each from the Albuquerque Metropolitan Arroyo Flood Control Authority (AMAFCA) and the Southern Sandoval County Arroyo Flood Control Authority (SSCAFCA)
- One member each from any Indian Pueblos who are members or advisory members to the MTB

As the technical task group of the TCC responsible for TIP development, the TPTG membership is subject to TCC approval.

TPTG actions will be taken based on group consensus, unless timely decisions cannot be made, at which time a majority vote of members or alternates present will be required. Non-voting advisory members will be encouraged to attend all meetings and provide full input to TPTG discussions.

3. Establish Funding Estimates

Federal funding projections will be developed by the NMDOT in consultation with the MRCOG and provided to the TPTG in writing early in the TIP development process. These estimates may be revised during the project evaluation portion of TIP development, based on updated information. Development of accurate funding estimates is critical to the completion of a TIP that can be effectively implemented.

In the absence of more refined funding projections, a financially constrained TIP will be defined as a TIP based on the concept of “steady-state” funding. That is, the current levels of state, federal, and local funds will be anticipated to continue at approximately the same levels through

the six-year period covered by a given TIP. In addition, it will be assumed that the AMPA will receive all federal demonstration project funds or other funds identified for the AMPA in current Federal legislation, unless official written information is received to the contrary.

4. Solicit Project Proposals

The MRCOG will mail a “Call for Proposals” letter to the highest governmental official in each jurisdiction in the AMPA with copies to the jurisdiction’s TCC member, notifying them of the opportunity to submit project proposals. Letters will also be mailed to other agencies that are eligible to sponsor federal-aid transportation projects, such as the NMDOT, and to private citizens or private sector organizations that have requested TIP notification. Copies will be provided at the same time to all TPTG members.

The Call for Proposals letter will include or be accompanied by information regarding the MTP, submission requirements, project application forms and instructions, and a deadline for submissions. The letters to private citizens or private sector organizations will note that these groups may submit projects only if a local government has formally agreed to act as fiscal agent for the proposed project, and an executed agreement is included with the submitted project proposal.

The period for receiving project proposals will end at 5 p.m. 60 days from the date of the Call for Proposals.

Lead agencies may request additional funds for carry-over projects. However, these requests must be submitted during the project proposal step and the projects will be evaluated in relation to the new project proposals.

New projects that are the result of a TIP-funded study will be subjected to the same evaluation process and criteria as other new project proposals. Study recommendations will not be automatically funded for implementation.

5. Prepare and Submit Project Proposals

Prior to the TIP proposal submission period, MRCOG will review the TIP development process and provide any clarification regarding the information requested on the proposal forms. If additional help is needed to complete the forms, applicants may contact the MRCOG.

With the exception of Federal Transit Administration Section 5310 and 5311 funds, all proposals must be submitted through the applicable local governmental jurisdiction. Section 5310 and 5311 projects are submitted to the NMDOT Public Transportation Programs Bureau, who in turn submits them to the MPO for prioritization.

Proposal Preparation

Project proposal forms will be available from the MRCOG in electronic format. A copy of a draft proposal form is provided in Appendix B.

Project Submission

All applications must be complete when submitted to the MRCOG. Incomplete project applications will not proceed through the TIP process for that funding cycle. All agencies are encouraged to contact MRCOG staff prior to the application deadline with any questions they may have regarding the data needed to complete the applications.

Agencies with projects anticipated to receive Federal funding from NMDOT-programmed funding categories, Federal discretionary funds, or the FTA are required to provide project proposal forms to the MRCOG. Projects will be ranked through the MRCOG technical analysis process.

6. Evaluate Projects

The TIP must be financially constrained to available resources. As a result, not all submitted proposals will be included in the TIP. A project ranking system with diverse criteria is critical to efficiently and equitably evaluating proposed TIP projects.

All proposed TIP projects and current TIP projects with significant changes to scope or cost (as determined in Step 1) will be evaluated using the following three-step process:

- a. Initial Screening – Each project must meet certain minimum requirements. These screening criteria are posed as yes/no/not applicable questions and no points are assigned. A “no” answer to any of the following questions precludes the project from further consideration:
 - 1) Is proposed project consistent with the MTP in terms of termini, scope and timing?
 - 2) Does the proposed project include a reasonable cost estimate and a funding plan?
 - 3) Is the proposed project eligible for the requested federal aid program?³
 - 4) If in the first three years of the TIP (federal TIP), can the project meet NEPA, design, ROW and/or construction letting milestones within the TIP time frame?
 - 5) Will the completed project comply with ADA requirements?
 - 6) Will the project include public involvement?
 - 7) Will the project comply with Title VI requirements?

MRCOG staff will use the material provided in the project proposals to complete the screening process and provide a summary of each project which meets the screening criteria to the TPTG. Once it has been determined that a candidate project meets the minimum screening requirements, further project review and analysis will begin.

- b. Quantitative (technical) evaluation – MRCOG staff will apply the criteria identified below using the various models at their disposal to rank projects by type. The TPTG will review those rankings and either affirm or modify them. The rankings will then

³This screening will be completed by MRCOG staff.

be presented to the PIC and the TCC for their recommendations to the MTB. The quantitative criteria include:

1. Regional System/Service Development – Analysis of Market Areas Served
 - a. The MRCOG Transportation Accessibility Model (TRAM) will be used to determine the number of people and jobs up to 30 minutes of travel from the project location
 2. Air Quality
 - a. MRCOG will evaluate the project impact on carbon monoxide (CO)
 - b. MRCOG will evaluate the project impact on Ozone precursors
 3. Design Life
 - a. Lead agency to estimate a new facility's design life in years
 - b. Lead agency to estimate an existing facility's remaining life in years and the facility's anticipated design life with the improvements
 4. Vehicle Miles of Travel – Reduction in regional peak hour VMT
 - a. MRCOG will apply the travel demand model to assess regional peak hour reduction in the implementation year and the MTP horizon year
 - b. Normalization using project cost divided by VMT saved
 5. Congestion Management – Vehicle Hours of Delay
 - a. MRCOG will apply the travel demand model to assess regional peak hour reduction in the implementation year and the MTP horizon year
 - b. Normalization using project cost divided by VHD saved
 6. Safety
 - a. MRCOG to assess number of crashes per million vehicle miles
 - b. Provide existing condition, estimated number of crashes reduced in implementation year and horizon year
 - c. Normalization using project cost divided by change in crash rate
 7. Enhancements/Landscaping/Architecture Design/Public Art
 - a. Percent of project costs dedicated
- c. Qualitative evaluation – The TPTG will evaluate and discuss all project proposals according to the qualitative criteria, including but not limited to MTP goals (identified in Appendix F), and integration with other projects.

The TPTG members will use the criteria identified above as a means for developing a prioritized list of projects to recommend to the TCC. In the event the application of quantitative and qualitative criteria results in different priorities, both lists will be presented to the TCC for discussion and action. Proposals will be evaluated without regard to potential funding categories. Although specific criteria may differ according to project type, all project categories will be equally weighted.

Intelligent Transportation System Projects. Projects that include Intelligent Transportation System (ITS) elements⁴ must be consistent with the Albuquerque Regional ITS Architecture and the Metropolitan Area ITS Implementation Plan.

7. Develop Draft TIP

⁴Any project, in whole or in part, that involves the application of ITS

The TPTG will program proposed projects to form the draft TIP. Using the project ranking lists, the TPTG will attempt to fund all projects with available resources by funding category, in accordance with federal and state eligibility requirements, and will reflect similar expenditure percentages by project type as is approved in the MTP.

8. Analyze and Refine Draft TIP

After a draft TIP has been developed, MRCOG staff will complete four separate analyses of the TIP to determine whether air quality and congestion are improved, financial constraint requirements are met.

The results of each analysis and any recommended revisions, along with the impacts of the proposed revisions, will be provided to the TPTG for their consideration. Refinements to the draft TIP will be made as appropriate. If refinements are made, MRCOG staff will complete additional analyses, as appropriate, to assure that these Federal requirements and local goals have been met. Each of the analyses is briefly described below.

Air Quality Conformity

Bernalillo County is designated as a maintenance area for carbon monoxide and is therefore subject to air quality conformity requirements. MRCOG is responsible for testing the TIP and measuring its performance in relation to the carbon monoxide (CO) budgets established in the State Implementation Plan by the City of Albuquerque/Bernalillo County Air Quality Control Board. The finding of conformity is a prerequisite to TIP adoption.

To complete the air quality analysis, MRCOG staff will use TIP project information as a basis for preparing roadway network inputs and making other modal use assumptions for the period covered by the TIP. These inputs will be utilized by the MRCOG Transportation Forecasting Model as a basis for estimating program-level future vehicle miles of travel (VMT) and speeds. The estimated VMT and speeds will, in turn, be used in the EPA air quality emissions software program as a basis for calculating estimated emissions for the TIP period.

Congestion Mitigation

The roadway networks and modal use assumptions used for the air quality analysis will also form the basis for MRCOG staff to calculate vehicle to capacity ratios for the major roadway network in the AMPA. These ratios will be used to identify areas where congestion has increased or decreased as the result of the set of activities that will occur during the time period covered by the TIP. Again, the MRCOG Transportation Forecasting Model will be used to complete this analysis.

Financial Constraint

The test of financial constraint is met when the amount programmed for each funding category in each of the first three years of the TIP is equal to the total amount available to the AMPA for that category and year. The test of financial constraint must be met for each of the Federal funding

categories programmed in the TIP. MRCOG staff will evaluate the STP-Urban, STP-Enhancements and CMAQ funding categories for financial constraint. The funding categories programmed by the NMDOT will be included in the TIP based on information from the NMDOT.

Environmental Justice

The environmental justice test is met when it is determined that the TIP program of projects does not have a disproportionate negative impact on areas which are predominantly made up of underserved populations. MRCOG staff will administer this analysis, which will be developed in consultation with members of the community who represent traditionally underserved populations.

9. Committee Review and Program Recommendation

The draft TIP will be presented to the PIC and the TCC for their recommendations to the MTB. Concurrently, the draft TIP will be provided to the NMDOT for inclusion, in its entirety, in the Draft Statewide Transportation Improvement Program (STIP).

The TIP documentation will also include a program-level air quality conformity analysis⁵. Following this work, the document will be released for public review.

10. Public Involvement

Projects for the TIP are recommended by local governments, MRCOG and the NMDOT. Primary programming concerns at the TIP development level are related to addressing regional issues, the establishment of project priorities, and the assurance that projects are consistent with the MTP. Citizen input is accomplished at the earliest point in time when the sponsoring agency approves a list for projects to be submitted to MRCOG for funding. The project sponsor is responsible for providing appropriate citizen involvement at this level. In addition to the MPO public involvement process outlined in *MPO Transportation Planning Process Public Involvement Procedures* (P-02-05), each local government has its own public involvement process for transportation issues. Since local governments submit projects to MRCOG for review and inclusion in the regional TIP, members of the public should take advantage of opportunities to provide input at the local level.

Status reports will be provided to the PIC, TCC, and MTB at each of their meetings throughout the entire TIP development process, generally from October through April every second federal fiscal year.

The MRCOG will also provide an opportunity for public review of the draft TIP. The MRCOG undergoes a continuous outreach process. Details about the MRCOG's public involvement efforts can be found in *MPO Transportation Planning Process Public Involvement Procedures*

⁵Transportation Conformity Technical Committee and Air Quality Control Board review of the air quality conformity analysis will occur concurrent with the public involvement and Committee/Board review, and will be completed prior to MTB final action.

(P-02-05). Public involvement for each TIP is tailored to the circumstances and time period during which the TIP is being developed and is coordinated as appropriate with other outreach activities the MRCOG has underway. A public involvement plan for each TIP will be completed at the beginning of each TIP development process and will be available from MRCOG staff.

Following the public review and comment period, MRCOG staff will review all comments and make recommendations during Step 10 regarding appropriate ways to address concerns that have been raised. Each member of the public who comments on the draft TIP and provides their name and address will receive a written response describing how the MTB responded to their input.

11. Final Approval

Following the public review period, a recommended program of TIP projects will be prepared for PIC and TCC recommendation to the MTB. The recommended program will include responses to comments received during the review period and an air quality conformity analysis and finding. The PIC, TCC and MTB actions will occur at regularly-scheduled, advertised meetings at which a public comment period will be provided.

III. TIP MODIFICATIONS

Ideally, all projects included in the adopted TIP will be programmed to the amount needed to complete the project and in a time frame that allows all project requirements to be met by the obligation authorization deadline. Unfortunately, project costs may rise or fall as a result of forces outside the project sponsor's control. In the same way, projects may not be able to be completed in the time frame originally estimated. For these and other reasons, sponsors may find it necessary to request modifications to the adopted TIP.

This chapter reviews the responsibilities of project sponsors and describes the procedure for requesting and making modifications to the adopted TIP.

Sponsor Responsibilities

Project sponsors have a number of responsibilities once a project has been programmed. These include completing the project in a timely manner to assure that programmed funds can be accessed, project-level public involvement, meeting project eligibility requirements such as those for ITS projects, keeping commitments made during the project development and programming process, and notifying MRCOG staff when the project will not meet program funding deadlines. The following material provides guidance to project sponsors regarding these issues.

Commitments

When a proposed project is programmed in the TIP the project sponsor makes a commitment to complete it as defined in the project proposal. Substantive amendments to the scope of the project or the project cost as originally submitted could cause the project to be reevaluated. This could cause the project to be reduced in priority and thus lose the programmed funds.

All commitments in Environmental Impact Statements/Records of Decision, Environmental Assessments/Findings of No Significant Impact, or other NEPA decision documents are part of the project, must be funded as part of the project, and must be incorporated before the new improvements are considered to be operational.

Timeliness

Project sponsors are responsible for ensuring timely completion of the project as described in the project proposal for the programmed project funds. To access the obligation authority for a project, sponsors must meet all federal requirements. Sponsors should work with the NMDOT and FHWA or FTA to ensure that federal requirements are met in a timeframe that will assure programmed funds can be authorized. MRCOG acts as a resource to member governments to facilitate the project development process. If projects are unable to proceed to obligation authority according to the schedule outlined in the TIP, this information should be brought to the attention of the MRCOG staff at the earliest opportunity.

Modifying the TIP

Beginning in federal Fiscal Year 2005 the NMDOT will only accept amendments to the STIP for processing through the State Transportation Commission on a quarterly basis, in November, February, May, and August of any year. To comply with the state process, the MRCOG will process TIP Amendments and Administrative Adjustments (defined below) through the committees and the MTB in October, January, April, and July of any year.

Amendments

Amendments to the TIP will be required for any of the following:

- Addition or deletion of any project
- Substantial changes in the scope of any project
- Changes to any project that would affect air quality conformity
- Availability of earmarked funds
- Projects moving into or out of the first three years
- Changes in a project's programmed amount by greater than fifteen percent (15%) or more than \$2,000,000

Administrative Adjustments

Any revisions to the TIP that do not meet the above-criteria for an Amendment will be Administrative Adjustments.

Out-of-Cycle Revisions

The NMDOT recognizes that situations may arise that require Amendments to the TIP and STIP to take place outside of the prescribed quarterly cycle. These "Out-of-Cycle" Amendments must be approved by the Secretary of the NMDOT or a person designated by the Secretary prior to being processed through the NMDOT STIP Development Section. In order for the MRCOG to submit an Out-of-Cycle Amendment, a formal request from the Chairman of the MTB must be approved by the Secretary (or designee). The formal request must include the reason(s) for the amendment and why it cannot be addressed within the quarterly cycle.

Project sponsors must submit a written request for all TIP modifications. Modification requests will be reviewed by MRCOG staff to determine whether they will be processed as Amendments or Administrative Adjustments as described above. Funds programmed for a project are not the possession of the lead agency until the FHWA authorizes the funds. If the project is not able to be completed, or if funds already programmed become available for any reason, the funds will be reprogrammed through the MPO process.

APPENDIX A – TPTG MEMBERSHIP ROSTER



Mid-Region Council of Governments'
METROPOLITAN TRANSPORTATION BOARDS
TRANSPORTATION PROGRAM TASK GROUP
MEMBERSHIP ROSTER

ORGANIZATION	MEMBER	ALTERNATE
City of Albuquerque	John Castillo David Flores David Harmon Catalina Lehner Tom Menicucci Joel Wooldridge	John Hartmann, Ed Adams, Mike Riordan Bill Coleman Jim Hamel Connie Meadowcroft Manjeet Tangri Dan Warren Neal Butt
Town of Bernalillo	Kelly Moe	Maria Rinaldi
Bernalillo County	Steve Miller Vacant	
Village of Corrales	Vacant	Claudia Smith
New Mexico Department of Transportation	Brian Degani Mike Plese	Kenneth Murphy Terry Doyle
Village of Los Ranchos de Albuquerque	Mary Homan	Vacant
City of Rio Rancho	Kenneth W. Curtis	Leonard Rivera
Sandoval County	Brad Stebleton	Chris Miller
Village of Tijeras	Vacant	
NON-VOTING ADVISORY MEMBERS		
ORGANIZATION	MEMBER	ALTERNATE
City of Albuquerque Aviation	John D. (Mike) Rice	Jim Hinde
Albuquerque/Bernalillo County Air Quality Control Board	Dr. Stephen Pilon	
Albuquerque Metropolitan Arroyo Flood Control Authority		
Federal Highway Administration	Don Martinez Joe Maestas	
Greater Albuquerque Bicycling Advisory Committee		
New Mexico Department of Transportation Public Transportation Programs Bureau	Donald Martinez	
Sandia Pueblo	Sharon Hausam	
Southern Sandoval County Arroyo Flood Control Authority	David Stoliker	Bob Foglesong

Revised 7-6-04

APPENDIX B – PROJECT PROPOSAL FORM

TIP PROJECT PROPOSAL FORM

Project Sponsor: _____

Address: _____

Contact Name and Title: _____

Department: _____

Phone Number: _____ **Fax:** _____ **Email:** _____

Date: _____

Project Title: _____

Location: _____

Is map attached?

_____ **Yes**

_____ **No**

If No, explain:

Type of Project:

_____ **Bicycle/Pedestrian**

_____ **ITS**

_____ **Roadway – Expansion**

_____ **Transit**

_____ **Travel Demand Management (TDM)**

_____ **Enhancements**

_____ **Plans/Studies**

_____ **Roadway – Preservation**

_____ **Transportation System Management (TSM)**

Functional classification of facility:

_____ **Interstate**

_____ **Principal Arterial**

_____ **Minor Arterial**

_____ **Collector**

_____ **N/A. Explain:**

_____ **On-street Bike**

_____ **Off-Street Bike**

_____ **Pedestrian**

_____ **Other:** _____

Project Description/Brief Scope of Work (Please attach Executive Summary of prepared Scope of Work, if available):

Project Justification:

A. PROJECT SCREENING

A.1. Is the project consistent with the 2025 MTP in terms of termini, scope and timing?

____ Yes

____ No

If No, how is it different?

A.2. Cost estimate and funding plan

a. Estimated total cost for project (in thousands of dollars). Include all funds and prior expenses.

\$ _____

Source of estimated cost:

____ Professional judgment

____ Environmental document

____ Preliminary engineering/Design ____% complete

____ Land acquisition

____ Construction/implementation documents

____ Other: _____

b. Project cost listed in 2025 MTP: \$ _____

c. Funding Plan for Total Project (in thousands of dollars):

Activity	Year(s)	Estimated Amount for Total Project	Source of Local Funds	Describe Documentation for Source ⁶
Environmental document				
Preliminary engineering/Design				
Land Acquisition				
Construction/Implementation				
Other: _____ —				
TOTAL				

⁶Source of local funds could be documented by inclusion in CIP or similar document, government resolution of commitment, commitment letter from CAO or County Manager, inclusion in priority list, etc.

A.3. Implementation Timeframe

Current status: (Check all that apply.)

☐ Scoping Report _____ % complete
☐ Preliminary Engineering _____ % complete
☐ Design _____ % complete
☐ Environmental _____ % complete
☐ Land acquisition _____ % complete
☐ Other – Explain: _____

Proposed activity: (Check all that apply)

FY2006: ☐ Scoping Report _____ % complete
☐ Preliminary Engineering _____ % complete
☐ Design _____ % complete
☐ Environmental _____ % complete
☐ Land acquisition _____ % complete
☐ Construction/Implementation _____ % complete
☐ Other – Explain: _____

FY2007: ☐ Scoping Report _____ % complete
☐ Preliminary Engineering _____ % complete
☐ Design _____ % complete
☐ Environmental _____ % complete
☐ Land acquisition _____ % complete
☐ Construction/Implementation _____ % complete
☐ Other – Explain: _____

FY2008: ☐ Scoping Report _____ % complete
☐ Preliminary Engineering _____ % complete
☐ Design _____ % complete
☐ Environmental _____ % complete
☐ Land acquisition _____ % complete
☐ Construction/Implementation _____ % complete
☐ Other – Explain: _____

FY2009: ☐ Scoping Report _____ % complete
☐ Preliminary Engineering _____ % complete
☐ Design _____ % complete
☐ Environmental _____ % complete
☐ Land acquisition _____ % complete
☐ Construction/Implementation _____ % complete
☐ Other – Explain: _____

FY2010: ☐ Scoping Report _____ % complete
☐ Preliminary Engineering _____ % complete
☐ Design _____ % complete
☐ Environmental _____ % complete
☐ Land acquisition _____ % complete
☐ Construction/Implementation _____ % complete
☐ Other – Explain: _____

FY2011 and Beyond: Final Product: _____

Estimated Completion Date: _____

A.5. Federal Requirements

A.5.1 Will the completed project comply with Americans With Disabilities Act (ADA) requirements?

____ Yes

____ No

If No, explain:

A.5.2 Will the project include public involvement?

____ Yes

____ No

If No, explain:

A.5.3. Will the project comply with Title VI⁷ requirements?

____ Yes

____ No

If No, explain:

B. ADDITIONAL INFORMATION

B.1. Calendar Year Project is anticipated to be completed: _____

B.2. For new facility, what is the facility's anticipated design life (in years) _____

B.3. For existing facility, what is the amount of design life remaining (in years) _____ **and what is the facilities anticipated design life after completion** (in years)? _____

B.4. Identify safety concerns and issues for the area affected by this project.

B.5. For Intelligent Transportation System (ITS) Projects Only

Describe, in detail, the ITS components to be installed or operationalized.

⁷This Title addresses equity issues such as environmental justice. For more information contact Rodolfo Monge-Oviedo at MRCOG.

B.6. 2025 Metropolitan Transportation Plan Goals

Check the goal(s) that the project meets and explain how project meets that goal. If you need more space for information, please continue on a separate sheet and include it with this proposal packet.

____ Existing System Preservation – To protect, maintain, and promote the use of the existing transportation investment including pedestrian facilities, bicycle facilities, transit facilities, and roadways. By:

- Increasing maintenance activities on the existing physical infrastructure.
- Identifying and remedying current system deficiencies.⁸
- Improving the existing network and correcting system deficiencies.

Explain _____

____ Preservation of the Physical and Social Environment – To protect and enhance the social, cultural, and physical environment; promote environmental justice; and promote energy conservation to enhance the quality and livability of neighborhoods and community places. By:

- Reducing and minimizing automobile pollution
- Respecting cultural, traditional, and neighborhood sensitivities.
- Being sensitive to our natural and cultural environment when planning network expansions.
- Reducing negative impacts on parks, public open space, natural areas, and rural areas from noise, visual impacts, and physical segmentation.
- Reducing the per capita vehicle miles of travel growth rate so that VMT growth approaches the population growth rate.
- Encouraging the use of alternative modes of travel.
- Promoting the use of alternative fuels in both public and private sectors.
- Increasing the aesthetic attractiveness of the transportation system with particular emphasis on completion of landscape design for all existing medians in the urban area.

Explain _____

____ Urban Form – To support the urban form and land use patterns adopted in local plans and guidance set forth in the approved Focus 2050 Regional Plan. By:

- Promoting a balance of jobs and housing within communities and major sub-areas of the region to help reduce the number and length of trips.
- Serving jobs and residences in designated corridors and centers with high quality transit service.
- Serving new growth near existing developed areas to limit the cost of extending transportation facilities
- Promoting more mixed land-use development in order to decrease travel distances.

Explain _____

⁸ "System deficiency" as used here refers to the existing infrastructure in relation both to physical deterioration and constriction of traffic flows due to the current facility design

_____ Multimodal and Intermodal Integration – To provide an integrated multimodal transportation system that increases accessibility and mobility options for goods and people of all incomes, ages, and physical conditions, and enhances the connectivity of all the elements of the transportation network: roadways, transit facilities, bikeway facilities, and pedestrian facilities. By:

- Offering efficient and accessible alternatives to auto travel.
- Increasing the utilization of transit, biking, and walking.
- Ensuring that these are viable from a safety, convenience, and travel time perspective.
- Developing and optimizing intermodal connections to minimize waiting times and walking distance.
- Promoting the provision of new multimodal transportation services and facilities to occur concurrently with the construction of new developments.

Explain _____

_____ Safe, Efficient and Reliable System – To increase the safety, reliability, and dependability of the transportation system for all travelers and goods, including those traveling by foot, bike, bus, train, truck, and auto. By:

- Addressing unsafe situations caused by the condition of the physical infrastructure of the network (potholes, street lighting, etc).
- Coordinating and cooperating with local law enforcement and emergency response.
- Ensuring the use of transit, bicycle and pedestrian facilities, and roads is a safe experience.
- Promoting and supporting activities by both the public and private sectors that enhance the efficiency of the transportation system and its operation for all modes of travel.
- Promoting the extension of the transportation network to existing developed areas which are currently underserved.

Explain _____

_____ System and Demand Management – Improve the movement of people and goods by promoting ways to manage the demand on the transportation system as well as ways to enhance its efficiency. By:

- Implementing Intelligent Transportation System technologies.
- Promoting travel demand management strategies.
- Promoting transportation system management strategies.
- Maximizing corridor efficiency prior to making expansions within the corridor
- Developing a procedure for estimating or accounting for generated traffic.

Explain _____

____ Economic Development – To support the economy of the metropolitan area by developing an efficient, effective, and attractive transportation system that strengthens global competitiveness, productivity, and efficiency. By:

- Improving mobility of people and goods.
- Expanding job opportunities, especially within and along Centers and Corridors.
- Supporting the efficient movement of people and goods.
- Coordinating transportation enhancements to mutually support community development and functions of transportation facilities.
- Implementing the Job Access Transportation Plan.
- Supporting a clean, efficient mass transit system
- Supporting opportunities for beneficial private investments which strengthen urban form as set out in Focus 2050.

Explain _____

B.7. Project's relationship to other transportation projects

____ Not related

____ Project is related to other projects proposed for this TIP

Related Project: _____

Lead Agency: _____

Relationship: _____

____ Project is related to projects funded in previous TIPs

TIP: _____ TID ID#: _____

Related Project: _____

Lead Agency: _____

Relationship: _____

____ Project is related to another AMPA project that is not using Federal Transportation funds

Related Project: _____

Lead Agency: _____

Relationship: _____

____ Project is related to a project in the 2025 MTP

Related Project: _____

Lead Agency: _____

Relationship: _____

APPENDIX C – TIP PROJECT MODIFICATION FORM

TIP MODIFICATION REQUEST FORM
Transportation Improvement Program
Albuquerque Metropolitan Planning Area

Project Title: _____

Project ID Number (if assigned): _____ **Control Number** (if assigned): _____

Agency Requesting Change: _____

Contact Name: _____ **Title:** _____

Department: _____

Phone: _____ **Fax:** _____ **E-mail:** _____

Change Requested: _____

Reason for Change: _____

Impacts to related projects, if any (include Unfunded Needs projects): _____

Does change add or remove roadway lane capacity? _____ **If yes, how much?** _____

APPENDIX D – AIR QUALITY CONFORMITY DETERMINATION

Revisions to TIP Air Quality Conformity Analysis

From time to time, changes are proposed which affect the Air Quality Conformity Analysis for the current TIP. These changes may be to projects in the TIP or to locally-funded projects and may include new or currently-planned projects. In these cases, the proposed modification must be evaluated for its potential impact on the Air Quality Conformity Analysis. The following steps will be taken to complete this process:

MRCOG Review

MRCOG staff will review all proposed modifications to the TIP or locally-funded projects that are currently or typically would be included in the travel forecasting model (see page 16). The review will address potential changes to project scope and timing as assumed in the Air Quality Conformity Analysis. The following criteria will be used to identify proposed modifications or projects with potential impacts to the Air Quality Conformity Analysis.

- A change in project scope that would require a revision to the modeling assumptions
- An adjustment to the year of completion that would cross air quality analysis years
- A new project that is of the type typically included in the travel forecasting model (see page 16)
- A major adjustment (\$10 million or more) to the financial element of the TIP

Proposals that meet any one of these criteria will be submitted to Transportation Conformity Technical Committee (TCTC) with a request for a determination regarding the regional significance of the change. At the same time, the proposal will be submitted to the MTB's Public Involvement Committee with a request to review the public involvement related to the amendment/project.

PIC Determination

The PIC will be requested to review the proposal's history and provide a recommendation to the MTB regarding whether adequate public involvement has been completed and any appropriate corrective actions, if needed. These corrective actions may include, but are not limited to, additional public involvement activities, reduction in the Federal program for the responsible agency, or additional study.

TCTC Determination

The TCTC will determine whether the proposed modification "should be considered to have a significant change in design concept, timing and scope." (NMAC 11.03.202.D(1)(b)). If TCTC determines that the proposed modification is NOT significant, the change will be submitted to the MTB for their approval, following recommendation by the PIC, TPTG and TCC. The PIC recommendation will address the question of adequate public involvement. Following MTB action, any appropriate modifications will be made to the travel forecasting model and related MTB directions will be carried out.

MRCOG Consultation

If the TCTC determines that a significant change will occur as a result of the proposed modification, MRCOG staff will complete an initial air quality analysis.

If the air quality analysis indicates that the project results in a reduction to CO emissions, the project will be added to the Air Quality Conformity Analysis administratively. If the air quality analysis indicates that the project results in an increase in CO emissions, MRCOG and the lead agency for the project will consult with the following agencies to assess the impact of the project change on the conformity determination:

Transportation, land use and transit members from within the AMPA, as represented by members of the Transportation Coordination Committee
New Mexico Department of Transportation
Environmental Protection Agency
Federal Highway Administration
Federal Transit Administration
Air Quality Division of the City of Albuquerque Environmental Health Department
Any Pueblo air quality agencies within the AMPA

The consultation process will determine if the proposed modification will result in

1. a significant change to the transportation network which is likely to lead to a meaningful increase (10% of the headroom for the affected analysis year) in CO (NMAC 11.03.202.D(1)(b)).
2. a significant change (20% or more increase or decrease in annual funding levels) to the financial analysis for the TIP
3. a significant change (2% or higher) to total vehicle miles of travel in the region

If the proposed change will not result in a significant change, this information will be transmitted to the TPTG, TCC and MTB as part of the request to modify the TIP along with the PIC's recommendation regarding public involvement. Following MTB action, any appropriate modifications will be made to the travel forecasting model and related MTB directions will be carried out.

If the consultation process determines that the proposed change will result in a significant change in any of the items above, the PIC will be requested to provide a recommendation regarding the types and extent of public involvement to be used during the review and approval process. The results of the consultation process and the PIC's recommendation will be provided to the MTB. The MTB will be requested to make a formal determination regarding the need for a Conformity Analysis Revision and the public involvement process to be implemented.

Conformity Analysis Revision

If the MTB determines that a Conformity Analysis Revision is necessary, MRCOG will initiate a revision to the TIP Transportation Conformity Analysis for Air Quality and the TIP financial element, as appropriate. The MTP and its related conformity analysis will also be amended, as needed. Consultation with the TCTC and the Air Quality Control Board will occur during this

revision process. Upon completion of the public involvement portion of the process, the proposed revision will be presented to the Air Quality Control Board for comment, to the PIC and TCC for their recommendation, and to the MTB for final action. The MTB may also take action in response to proposed actions or contingencies related to previous public involvement for the proposal, up to and including reductions in Federal transportation program funds for the responsible agency. A formal revision will then be transmitted to the FHWA for consultation with EPA and FTA, and formal DOT approval.

APPENDIX E – PROGRAM FUND CATEGORIES AND TYPES OF ELIGIBLE PROJECTS

Program Fund Categories and Types of Eligible Projects		
Category	Type of Project	Program Authority
Interstate Maintenance (IM)	Projects that aid in maintaining the interstate highway system	NMDOT
National Highway System (NHS)	Projects on the interstate system and designated principal arterials in the AMPA.	NMDOT
Surface Transportation Program - Enhancements (STPE)	Projects for system amenities like landscaping and bikeways. Projects are programmed from the SPDD3's ISTEA fund allocation.	District 3 Engineer following MRCOG recommendation
Surface Transportation Program - Safety (STPS)	Projects directed towards roadway safety improvements.	NMDOT
Surface Transportation Program - Urban (STPU)	Projects on streets in the AMPA that are classified as collectors and above. Projects are programmed from the AMPA's TEA-21 fund allocation.	MRCOG
Congestion Mitigation and Air Quality (CMAQ)	Projects in Bernalillo County (the attainment area) that contribute to the reduction of transportation-related emissions. Projects are programmed from the AMPA's-TEA-21 fund allocation.	MRCOG
Congestion Mitigation and Air Quality (CMAQ) - Flexible	Projects that will contribute to the attainment of a national ambient air quality standard and will relieve congestion. Projects are programmed from the allocation of TEA-21 funds identified according to formula that may be expended outside the AMPA. The NMDOT has identified fifty percent of the State-wide funds for expenditure in the AMPA.	NMDOT
Public Transportation	Federally funded capital and operating projects for public transportation	MRCOG
Nonfederal - Roadway	Regionally significant roadway projects that are not expected to use Federal funds.	Lead Agency
Federal Demonstration Projects	Projects funded through Federal legislation for the demonstration of innovative technological or operational solutions to highway needs.	MRCOG
High Priority Projects	Projects specifically identified and funded in Federal legislation TEA-21.	MRCOG
FTA Section 5307	Capital projects for public transit systems. Grant program funds are allocated to urbanized areas on a formula basis.	MRCOG
FTA Section 5309	Capital projects for public transit systems. Funds are distributed on a discretionary basis.	MRCOG
FTA Section 5310	Capital projects for private, not-for-profit organizations that provide transportation for the elderly and handicapped	MRCOG
FTA Section 5311	Capital and/or operating assistance projects for public transit systems that service non-urbanized areas	MRCOG

APPENDIX F – PROJECT SCREENING AND EVALUATION CRITERIA

PROJECT SCREENING AND EVALUATION CRITERIA
TIP POLICIES AND PROCEDURES
MID-REGION COUNCIL OF GOVERNMENTS
August 24, 2004

PROJECT TITLE & LOCATION: _____

Lead Agency: _____

Contact Name: _____

Phone Number: _____ **E-Mail:** _____

Step 1. Screening Criteria

Item	Criteria	Evaluation	Guidance & Standards
1	Is the project consistent with the current MTP in terms of termini, scope and timing?	Yes, No or N/A	2025 MTP
2	Is the project eligible for the requested federal aid program?	Yes, No or N/A	FHWA "A Guide to Federal-Aid Programs & Projects" (May 99) and FTA Circulars TIP Policies & Procedures
3	Does the project include a reasonable cost estimate and funding plan?	Yes, No or N/A	Project Form
4	If in the federal TIP years, can the project meet NEPA, design, ROW and/or construction letting milestones within the TIP time frame?	Yes, No or N/A	Project Form From Agency Plans/Programs
5	Federal Requirements: Will the completed project comply with ADA requirements?	Yes, No or N/A	Project Form
	Will the project include public involvement?	Yes, No or N/A	Project Form
	Will the project comply with Title VI requirements?	Yes, No or N/A	Project Form

Step 2. Quantitative Criteria

Project Type (Circle One):	Bicycle/Pedestrian	Roadway – Expansion
	Enhancements	Roadway – Preservation
	ITS	Transit
	Plans/Studies	Transportation System Management (TSM)
		Travel Demand Management (TDM)

CRITERIA

1. Regional System/Service Development: Market Areas Served (from TRAM)

Number of people and jobs within 30 minutes of travel from the corridor.

In Implementation Year _____

2. Air Quality (from Mobile6)

In Implementation Year

Project Impact on CO (in tons/day) _____

3. Design Life (from Implementing Agency)

For new facility, anticipated design life: _____ years

For existing facility, amount of Design Life Remaining: _____

For existing facility, estimated Design Life after Project is completed: _____

4. Vehicle Miles of Travel: Regional Peak Hour VMT Reduction (from MRCOG Travel Model)

Current Demand in AMPA: _____ VMT (p.m. peak period per day)

	Without Project	With Project	% Difference
Demand in Implementation Year	_____	_____	_____
Cost Benefit (Project Cost Divided by VMT Saved) - In Implementation Year			_____

5. Congestion Management: Vehicle Hours of Delay (from MRCOG Travel Model)

Current Daily Vehicle Hours of Delay in AMPA _____

	Without Project	With Project	% Difference
Hours of Delay in Implementation Year	_____	_____	_____
Cost Benefit (Project Cost Divided by VHD Saved) - In Implementation Year			_____

6. Safety

Number of crashes for this type of project per million vehicle miles.

Existing Condition (average of last 3 years) _____ At Implementation _____

Reduction in Crashes _____

Cost Benefit (Project Cost Divided by Crash Reduction) _____

7. Integration of Enhancements/Landscaping/Architectural Design/Public Art into the context-sensitive design of the project

Percent of project cost dedicated: _____%

Step 3. Qualitative Criteria

Relationship to 2025 MTP Goals

The project meets the following 2025 MTP goals, in the described ways.

_____ Existing System Preservation
Explain: _____

_____ Preservation of the Physical and Social Environment
Explain: _____

_____ Urban Form
Explain: _____

_____ Multimodal and Intermodal Integration
Explain: _____

_____ Safe, Efficient and Reliable System
Explain: _____

_____ System and Demand Management
Explain: _____

_____ Economic Development
Explain: _____

Project Integration With Other AMPA Projects

_____ Project is related to other projects proposed for this TIP
Related Project: _____
Lead Agency: _____
Relationship: _____

_____ Project is related to projects funded in previous TIPs
Related Project: _____
TIP: _____ TID ID#: _____
Lead Agency: _____
Relationship: _____

_____ Project is related to another AMPA project that is not using Federal Transportation funds
Related Project: _____
Lead Agency: _____
Relationship: _____

_____ Project is related to an MTP project
Related Project: _____
Lead Agency: _____
Relationship: _____